

REPORT

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OF THE

BOARD OF MANAGERS

OF THE

LEHIGH COAL AND NAVIGATION COMPANY,

TO THE

STOCKHOLDERS.

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MAY 5, 1857.

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PHILADELPHIA:

JOHN C. CLARK & SON, PRINTERS, 68 DOCK STREET.

1857.

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At an election held May 5th, 1857, the following named persons were chosen officers of THE LEHIGH COAL AND NAVIGATION COMPANY, for the ensuing year:—

*President.*

JAMES COX.

*Managers.*

ERSKINE HAZARD,	ALEXANDER FULLERTON,
GEORGE ABBOTT,	ANDREW MANDERSON,
JOHN FARNUM,	JAMES S. COX,
HENRY J. BOLLER,	EDWARD YARNALL.
RICHARD RICHARDSON,	MORDECAI D. LEWIS.

*Treasurer.*

OTIS AMMIDON.

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EDWIN WALTER,

*Secretary.*

## STOCKHOLDERS' MEETING.

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At the Stated Annual Meeting of the Stockholders  
of THE LEHIGH COAL AND NAVIGATION COMPANY,  
May 5, 1857,—

The following Report and accompanying documents  
were received from the Board of Managers, and having  
been read and approved, were ordered to be published  
in the usual form for the use of the Stockholders.

THOMAS EARP,

*Chairman.*

EDWIN WALTER, *Secretary.*

# REPORT.

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THE Board of Managers, in the discharge of their duties to the Stockholders, submit the following Report:

As stated in the closing paragraphs of last year's report, the repairs to the Canal were completed about the 1st of April, in the spring of 1856, and the Lower Section ready for the filling of the levels. The Upper Section was ready very soon after.

The excessive severity of the weather of 1855-56, and the extreme backwardness of the spring, prevented the opening of the navigation from Mauch Chunk before the 14th of April; and it was not until the 18th of the same month that operations could be begun at White Haven.

Shipments of coal began, from Mauch Chunk, on the 15th of April; but were soon after suspended for several days by high water.

On the Delaware Division, almost immediately after the opening, navigation was suspended for nearly two

weeks by the falling of an aqueduct, and by the time necessarily consumed in its re-construction.

With these exceptions, there were no interruptions of any moment during the entire boating season of 1856, which terminated on the 29th of November.

The shipments of coal for the year amounted to 1,186,294 tons, derived from the following sources of supply, viz :

	Tons.
From the Company's Summit Mines, -	284,711
„ Room Run, - - -	64,291
„ East Lehigh, - - -	33,141
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Total from the Company's Mines,	382,143
From the East Sugar Loaf Mines, -	67,161
„ Spring Mountain, - - -	98,665
„ Colerain, - - -	77,242
„ Hazleton, - - -	135,288
„ Cranberry, - - -	74,746
„ Diamond, - - -	46,938
„ New York, - - -	41,354
„ German Pennsylvania, -	22,470
„ S. Spring Mountain, -	28,848
„ Stafford, - - -	12,206
„ Council Ridge, - - -	52,522
„ Buck Mountain - - -	101,128
„ Wilkesbarre Coal Co. -	20,964
„ Wyoming, - - -	12,778
„ Hartford, - - -	10,526
„ A. Lathrop's Pea Coal, -	1,315
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Total shipments in 1856, -	1,186,294
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In addition to which, 11,114 tons were taken, during the year, from the Company's F. vein; and 7,168 tons from their Tamaqua mines.

These latter mines have passed from the former lessee into the hands of the Messrs. J. W. Shoemaker & Co., by whom preparations are making for a vigorous prosecution of business upon a larger scale.

The distribution of the coal was as follows:

	Tons.
Consumed on the line of the Lehigh Navigation,        -        -        -        -	194,407
Passed into the Morris Canal at Easton,	285,636
Entered the Delaware Division,                                -	706,251

Of the last named quantity, 476,565 tons reached Bristol, on the Delaware; 174,423 tons passed, by the outlet lock at Wells' Falls, into the navigable feeder of the Delaware and Raritan Canal, intended, mainly, for the supply of the New York market. The remaining 55,263 tons were disposed of on the line of the Delaware Canal.

The shipments of lumber for the year were 49,546,743 feet.

Freight of all kinds, for the year 1856, amounted to:

Descending,        -        -	1,343,920 $\frac{1}{2}$ $\frac{8}{10}$ tons.
Ascending,        -        -	138,965 $\frac{7}{10}$ „
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Total,            -	1,482,886 $\frac{1}{4}$ tons.

The kinds and quantities of articles transported during the year are shown by the following Freight List.

*Freight transported on the Lehigh Canal, in 1856.*

	DESCENDING.		ASCENDING.		TOTAL.	
	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Anthracite Coal, - - -	1,187,084	07	555	10	1,187,639	17
Bituminous „ - - -			434	11	434	11
Charcoal, - - -			9	11	9	11
Grain, - - - -	70	08	3,082	19	3,153	07
Flour, - - - -	929	12	1,167	13	2,097	05
Salt, - - - -	15	03	998	09	1,013	12
Salt Fish, Beef and Pork, -		19	526	03	527	02
Other Provision, - -	6	15	333	11	390	06
Beer, Porter and Cider, -		10	21	19	22	09
Whiskey, - - -	899	08	134	13	1034	01
Hay and Straw, - -	32	16	437	02	469	18
Staves, Hoop-poles, Posts and Rails, -	9	16	15	13	25	09
Lumber, - - -	58,652	01	3,079	12	61,731	13
Cordwood, - - -	957	11	88	00	1,045	11
Brick, - - -	105	10	3,768	02	3,873	12
Slate, - - -	5,156	18	169	16	5,326	14
Lime and Limestone, -	6,431	14	10,422	06	16,854	00
Other Stone and Plaster, -	3,378	10	5,255	05	8,633	15
Iron, - - -	74,738	03	6,125	00	80,863	03
Iron Ore, - - -	4,514	00	99,243	06	103,757	06
Pitch, Tar and Rosin, -			69	10	69	10
Merchandise, - -	936	17	2,976	16	3,913	13
	1,343,920	18	138,965	07	1,482,886	05

The results of the year's business are briefly stated as follows :

Profits were, from ground and water rents and from lots sold, \$27,142.26; from coal, \$137,889.54; from tolls, \$699,625.96; making a total of \$864,657.76.

The balance, at the close of the year 1856, to the credit of profit and loss, after providing for State tax, interest, repairs, improvements and expenses, was 445,021.56; equal to an interest of about 18 per cent. upon the capital stock.

The Contingent Fund, at this date, April 29, is made up of the following items, viz :



Pennsylvania State Fives, - - -	\$400,000 00
„ „ Sixes, - - -	10,000 00
City Sixes, - - - - -	74,000 00
Pennsylvania R. R., 2d Mortgage Bonds,	200,000 00
N. Pennsylvania R. R., 1st „ -	100,000 00
Lehigh Valley „ 1st „ -	16,000 00
Delaware „ 1st „ -	10,000 00
Lehigh Coal and Navigation Co's Sixes,	319,520 65
Amount,	<u>\$1,129,520 65</u>

At the same time last year the amount was \$988,877.39.

During the year the capital stock was increased by \$3,800. The aggregate indebtedness of the Company was augmented by \$2,747.57, whilst the assets were increased by about \$300,000.

At the close of the year 1856, the liabilities of the Company, including capital stock, funded debt, and pecuniary obligations of every kind, and including, also, their own loans, held in trust for the Company, were \$6,781,019.94.

Excluding the last named item, the aggregate was \$6,492,142.55.

From the detailed statements herewith submitted, the sound and satisfactory financial condition of the Company is readily deduced.

The usual semi-annual dividends were declared during the year, upon the capital stock; and a distribution of scrip, not entitled to dividend until converted into stock, was made among the holders of stock and scrip, in the proportion of one share of scrip for every five shares of the stock and scrip.

As regards the prospects of business for the season

just begun, whilst now, as always, the extent of that business and its productiveness are, in some measure, beyond the control of the Company, being dependent upon the demand, upon the activity of the market, and upon the rates at which the market is supplied from other regions and by other operators, the Managers are gratified that they are able to state that at no time have the Company's mines been in a better condition than they now are for the production of a large supply of coal of the very finest quality; nor have the breakers, fixtures and machinery for the preparation of the coal ever before been so perfect as at present; whilst the condition and capacity of the Company's navigation, and the supply of boats and of boatmen are such as to secure the most ample facilities for a heavier transportation than has at any former period passed over the Canal. To which it may be added that, to the present time, the sales of coal are unusually large.

The accompanying Report of the Company's Engineer shows the expenditure upon the works for the past year, and the objects to which it has been applied.

The navigation is now in the highest condition of repair and efficiency; and the various improvements designed to enlarge its capacity and to facilitate the quick transit of freight, which have been in process of execution for several years past, being now completed, it is not anticipated that, for a considerable time to come, will there be a necessity for any very heavy outlay beyond that for ordinary repairs. The cost of these improvements has been met from the annual receipts; not carried to a "Construction Account;" but charged to profit and loss.

All that is now wanted to enable the Company fully to realize the value of the improvements thus made, is

that the depth of water in the Delaware Division shall be increased to correspond with that in the Company's navigation.

The appropriation for this purpose, made by the Legislature a year ago, enabled the Canal Commissioners to begin the improvement in July last, and to put under contract 16 miles of Canal, extending from Easton to the Frenchtown lock. A similar appropriation at the present session of the Legislature will secure the deepening of the Canal to the Outlet Lock at Wells' Falls; at which point coal, for the New York market, passes into the navigable feeder of the Delaware and Raritan Canal; leaving the remaining portion of the work, extending from the outlet to Bristol, to be finished in the year 1858.

The completion of this improvement, now become indispensable for the protection of the State Canal from the competition of rival lines, with the establishment upon it of fair and reasonable rates of toll, will contribute greatly to the prosperity of the Lehigh region, by enabling it to compete, upon more favourable terms than heretofore, for the supply of the great markets for anthracite coal. In this prosperity, the Lehigh Company, owning a coal estate of immense value, present and prospective, connected by a shorter and better line than any other with the Atlantic markets, and with a navigation of a capacity of 2,000,000 of tons, complete in all the appliances for business, cannot fail largely to participate.

Shipments of coal for the present season began about two weeks earlier than they did last year; but have been subjected to interruptions and partial suspensions by the unfavourable state of the weather, and more especially by the great snow-storm on the 20th

April; by which the roads were blocked up and operations stopped for nearly a week.

They have since been resumed with considerable energy, and the coal is coming forward freely and of a quality and in a condition which are eliciting the strongest expressions of satisfaction and commendation.

By order of the Board of Managers.

JAMES COX,

*President.*

*April 29th, 1857.*

*Profit and Loss Account of The Ichigh Coal and Navigation Company, for the Year 1856.*

Amount of dividend declared May 27, 1856; 3 per cent. Do. do. Nov. 25,	\$74,353 50 74,391 00	Balance to credit of Profit and Loss, Jan. 1, 1856, -	\$2,252,686 24
Balance carried down, - - - - -	148,744 50 - 2,103,941 75 2,252,686 24	Balance brought down, being remainder after dividends in 1856, - - - - -	2,103,941 74
State Tax for 1856, on Capital Stock, - - - - -	7,439 10	Water rents, ground rents, and gain by sale of town lots, in 1856, - - -	27,142 26
Interest account for the year 1856, - - - - -	182,460 00	Profit on coal sold and delivered, including mine rents, in 1856, - - -	137,889 54
Improvements, and Repairs of the Navigation, 166,443 11 Ichigh and Susquehanna Rail road, - 63,933 39	220,736 50	Tolls on navigation for 1856, less collection expenses, - - - - -	609,625 96
Balance carried down to the credit of Profit and Loss, January 1, 1857,	419,636 20 2,548,963 30 \$2,968,599 50	Balance brought down to the credit of Profit and Loss, January 1, 1857, - - - - -	\$2,548,963 30

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*Summary of the Earnings and Expenses of the Year 1856.*

Earnings in 1856, as above stated, - - -	\$864,657 76
Expenses in 1856, " - - -	419,636 20
Excess of earnings, - - - - -	\$445,021 56

*Comparative Indebtedness of The Lehigh Coal and Navigation Company, January 1, 1856, and January 1, 1857.*

	Jan. 1, 1856.	Jan. 1, 1857.	Increase.	Decrease.
Mortgage Loan, - - -	831,972 00	829,422 00		2,550 00
Common Loan, - - -	3,091,498 10	3,091,498 10		
Total <i>Funded Debt</i> ,	3,923,470 10	3,920,920 10		2,550 00
Floating Debt, - - -	316,494 81	322,512 24	6,017 43	
Interest unpaid, - - -	54,300 26	53,523 40		776 86
Dividends unpaid, - -	4,307 20	4,364 20	57 00	
	4,298,572 37	4,301,319 94	6,074 43	3,326 86

Increase of debt in the year 1856, . . . . \$2,747 57

 The amount of Funded Debt on the 1st January, 1857, above stated, includes the sum of \$288,877.39, held by Trustees of the Company, as a part of the Contingent Fund.—Were this deducted, the actual amount of the Funded Debt would stand \$3,632,042.71.

CAPITAL STOCK.

The Capital Stock on 1st Jan. 1856, consisted of 49,518 shares  
of \$50 each, . . . . . \$2,475,900  
And on the 1st January, 1857, of 49,594 shares, . . . . . 2,479,700  
Increase of Capital Stock in 1856, 76 shares, . . . . \$3,800 00

*“Scrip for additional Shares of Stock.”*

During the year 1855, there were issued to the Stockholders rateably in proportion to the number of shares of stock held by them respectively at the date of the issue, as recommended by resolution passed at the meeting of Stockholders, 1st May, 1855, certificates for 9,893 “scrip shares,” and 12 additional “scrip shares” belonging to the same distribution were issued in 1856, making the total issue for 1855, 9,905 scrip shares, which, when converted into capital stock, will, at \$50 per share, equal - - - - \$495,250  
Of the scrip distribution ordered for 1856, there were issued  
11,864 scrip shares, which will be equal as above to - 593,200

Making a total of 21,769 scrip shares which, when converted into stock, will add to capital stock account, - - \$1,088,450  
and the like amount will then be chargeable against the balance standing to the credit of profit and loss.



*Summary of the Liabilities and Assets of the Lehigh Coal and Navigation Company—Jan. 1, 1850, to Jan. 1, 1857.*

LIABILITIES.	Jan. 1, 1850.	Jan. 1, 1851.	Jan. 1, 1852.	Jan. 1, 1853.	Jan. 1, 1854.	Jan. 1, 1855.	Jan. 1, 1856.	Jan. 1, 1857.
Capital Stock,	1,503,550 00	1,503,550 00	1,503,550 00	1,569,800 00	1,985,850 00	2,474,600 00	2,475,900 00	2,479,700 00
Common Loans,	3,685,133 83	3,688,331 85	4,346,077 86	4,353,827 12	4,050,553 89	3,586,078 10	3,091,498 10	3,091,498 10
Mortgage Loan,	1,000,000 00	1,000,000 00	1,000,000 00	929,342 00	837,492 00	832,792 00	831,972 00	829,422 00
Floating Debt,	239,046 68	383,765 43	588,833 39	364,933 10	332,049 10	373,150 21	316,494 81	322,512 24
Unpaid Dividends,	798 70	798 70	798 70	3,823 70	3,503 95	4,245 70	4,307 20	4,364 20
Arrears of Interest,	824,174 65	639,874 81	99,085 39	74,812 89	67,283 71	58,634 59	54,300 26	53,523 40
Balance to the credit of Profit and Loss account,	7,252,703 86	7,216,320 79	7,538,345 34	7,296,538 81	7,276,732 65	7,329,500 60	6,774,472 37	6,781,019 94
	565,671 35	706,172 96	777,337 24	907,995 25	1,164,672 36	1,689,954 66	2,252,686 24	2,548,963 30
	7,818,375 21	7,922,493 75	8,315,682 58	8,204,534 06	8,441,405 01	9,019,455 26	9,027,158 61	9,329,983 24
ASSETS.								
Canal and River Improvements,	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00
Lehigh and Susquehanna Rail-road,	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00
Real Estate, cost of coal mine lands and other lands, Rail-roads to the several mines of the Company, and other improvements, Wharves and Landings at Philadelphia, &c.	1,337,239 93	1,353,528 01	1,347,248 77	1,307,876 55	1,280,998 17	1,281,901 46	1,334,927 01	1,406,654 23
Moveable effects, Debts due the Company, Bonds and Mortgages, and other securities,	637,520 84	717,090 30	1,103,301 47	1,012,927 68	1,249,910 11	1,845,397 23	1,806,395 76	2,042,362 97
Cash on hand,	10,564 44	16,875 44	30,132 34	48,729 83	75,496 73	57,156 57	50,835 84	45,966 04
	7,818,375 21	7,922,493 75	8,315,682 58	8,204,534 06	8,441,405 01	9,019,455 26	9,027,158 61	9,329,983 24

\* Of the balance which appears to the credit of the Profit and Loss account, the sum of \$965,066.58 is invested in the name of Trustees, as a contingent fund. Of this amount \$288,577.39 is in loans of the Company, and the rest in other loans and available securities; the whole being included among the assets, in item of "Moveable effects, Debts due the Company, Bonds and Mortgages, and other securities."

## ENGINEER'S REPORT.

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Office of the Lehigh Coal and Navigation Company.  
*Mauch Chunk, Jan. 1st, 1857.*

JAMES COX, Esq.

President Lehigh Coal and Nav. Co.

SIR,—In consequence of the severe and protracted winter of 1855 and 6 some of the pools and levels were not clear of ice so as to admit of opening the navigation on the Lower Section before the 14th of April last, and on the Upper Section before the 18th of the same month, nearly a month later than usual—With the exception of a few days' suspension, caused by a freshet, it continued without interruption until the close of the season, which took place on the 1st of December last.

Shipments of coal commenced at this place on the 15th of April; but, owing to the high water and some interruption on the Delaware Canal, caused by the falling of a portion of an aqueduct, not much activity prevailed before about the middle of May. Notwithstanding the late period at which shipments commenced, and the inactive market towards the latter part of the season, they reached 1,187,054 tons.

The improvements, which were in the course of construction at the date of my last annual report, were, on the Lower Section: A pair of double locks at the entrance into the Canal at dam No. 2; an additional lock at dam No. 5, and doubling those at the head and foot of the short level, at South Easton; the wire towing path bridge across from the south side of pool No. 8, to Smith's island; the rebuilding of the weigh-lock scales at this place; and widening the last of the narrow locks, on the upper section, below Penn Haven, to 22 feet. All of which have been completed and brought into use, and fully answer the purposes intended.

Three additional miles of berm bank towing path have been completed and are now in use. As the remaining part passes along high rocky bluffs, which will make it expensive to construct a tow-



ing path, it is proposed not to do anything further towards extending it. And whenever the business of the navigation shall require additional towing facilities, to build towing path bridges across the Canal above and below the bluffs.

Some injury was done to the wing and channel walls of the descending navigation between Stoddartsville and White Haven, by the breaking up of the ice last spring, which were repaired so soon as the state of the water would admit.

The entire navigation is now in good order, with the exception of a few locks, which require relining, and new gates.

No new work or improvements are required.

There has been expended on the Lower Section, during the past year, for all purposes, \$143,276.28.

Of this sum there was expended at building the Double Locks at	
Dam No. 2, Dam No. 5, and the two new Locks at the head	
and foot of the Short Level at South Easton,	\$55,617 70
Wire Towing Path Bridge and Causeway at Pool	
No. 8, - - - - -	3,613 24
Towing Path on the berm side of the Canal, raising	
and strengthening the banks, generally, - -	6,483 54
Land purchased for the use of the navigation, -	3,661 47
Engineering expenses, - - - - -	629 71
The balance at other work, chiefly ordinary repairs,	73,270 62
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	\$143,276 28

There has been expended on the Upper Section,	\$23,166 83
Of this sum there was expended at widening Lock	
No. 10, - - - - -	5,136 71
Repairing descending navigation, - -	615 05
The balance at ordinary repairs, - - -	17,415 07
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	\$23,166 83

#### *Lehigh and Susquehanna Rail Road.*

The expenditure on this work, during the last year, has been quite large. This is mainly owing to the extension and doubling of the track at White Haven; the alterations in the machinery of the inclined planes, so as to increase their speed; and the construction

of gravitating roads between the inclined planes, so that the loaded ears shall pass from the head of one plane to the foot of the other without the aid of horse power.

A new engine house, turn-table and a machine shop have been built at White Haven.

In order to be prepared to do the *promised* increase of business over the road, a new 24 ton locomotive engine was purchased, and 50 additional 8 wheel ten ton coal cars were built. All the works are in a good condition to do a large business.

There has been expended on the work for all purposes during the past year, \$51,560.09.

Of this sum there was expended for extending and

doubling the Roads at White Haven,	-	-	\$6,604 57
New Engine House and Machine Shop,	-	-	8,327 31
Surveys for Back Track,	-	-	781 56
The balance at altering and renewing machinery at the planes, and ordinary repairs,	-	-	41,786 65
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			\$51,560 09
			<hr/>

### *Coal Improvements.*

The descending Rail Road, from the Summit to the landing, and the Back Track road, have required but few repairs during the past year, excepting those of an ordinary character.

An additional machine shop, with the necessary machinery for the construction and repair of ears, has been built at Upper Mauch Chunk.

It is proposed to lower the grade at the head of the schutes, and lay the track with an iron rail, the materials for which have been procured, and give it such a descent that the cars shall pass to and from the schutes without the aid of horse power; and thus do away with the use of horses at the schutes altogether. Some improvements are contemplated in the screening fixtures, so as to separate and clean the coal more perfectly than heretofore. These improvements it is intended to make during the winter, and have them ready by the time that the business shall open in the spring.

### *Panther Creek Rail Roads.*

These roads, being of wood, with iron plates, having become a good deal decayed, have required considerable outlay in repairs,

to keep them up—most of them can be kept up one or two years more, and then had better be renewed with an iron T rail.

The superstructure on one side of Planes No. 1 and 2, has been relaid with a T rail. The machinery for all the planes has been thoroughly repaired; one nest of new boilers has been put in at each of Planes No. 1 and 2. The others will have to be renewed the coming winter.

Preparations have been made and the iron procured, to relay the superstructure on Plane No. 3, and also one mile of the heavy road.

Slope No. 3, in Tunnel No. 6, has been completed, and the contractors are driving forward the gangways preparatory to taking out coal next spring.

Tunnel, No. 9, has been driven forward to the extent of 1719 feet.

Preparations have been made, and materials procured, to overhaul the screening fixtures, and to enlarge the meshes of the screens and increase the facilities for separating and cleaning the coal, so as to send it forward in much better order than heretofore; and also for rebuilding the breaking and screening machinery and pockets at Tunnels Nos. 6 and 8, on a much larger scale than the old ones. All these improvements are now being carried into effect, and will be completed ready to be brought into operation early next spring.

The amount expended on the different works of the coal improvements are—

Panther Creek Rail Road and Inclined Planes.	-	\$34,180	10
Dirt Planes at No. 2 and 7,	- - -	850	43
New Breakers at Nos. 6 and 8.	- - -	4,977	83
Slope No. 3 (in Tunnel No. 6),	- - -	19,692	77
Tunnel No. 9,	- - - -	6,897	00
Car Shop and Machinery at Upper Mauch Chunk,		4,166	68
Descending Rail Road schutes and screens,	-	18,012	36
Back Track Rail Road,	- - -	12,965	09
Trial Slope in Dry Hollow,	- - -	1,340	73
Reservoirs,	- - -	697	09
Repairing Turbine and Machinery,	- -	547	61

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\$104,327 69

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There was shipped from the Company's mines during the past season—

From Summit Mines,	-	-	-	284,711 11 tons.
Room Run,	-	-	-	64,291 10
East Lehigh,	-	-	-	33,140 16
Greenwood,	-	-	-	11,114 08
Tamaqua, W. Levan,	-	-	-	7,167 13
				<hr/>
				400,425 18 tons.
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All of which is respectfully submitted.

E. A. DOUGLAS,  
*Sup't and Engineer.*



## SUPPLEMENTAL REPORT.

Office of the Lehigh Coal and Navigation Company,  
*Mauch Chunk, April 22d, 1857.*

JAMES COX, Esq.

President Lehigh Coal and Nav. Co.

SIR.—All the repairs were completed ready for opening the navigation on the Lower Section on the 25th ult., and on the Upper Section on the 1st inst.

Shipments of coal commenced at this place on the 6th inst., but owing to the inactive and unsettled condition of the market, and the unfavourable weather, but little has been done to the present time.

The Lehigh and Susquehanna Rail Road has been ready for the last ten days; but no coal has passed over it yet.

The repairs and alterations, contemplated to be made at the coal improvements, have been completed, and all the works are now in a good condition for doing a large business.

Yours respectfully,

E. A. DOUGLAS,  
*Sup't and Engineer.*

# REPORT

OF THE

*Duplicate*

BOARD OF MANAGERS

OF THE

LEHIGH COAL AND NAVIGATION COMPANY,

TO THE

STOCKHOLDERS.

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MAY 5, 1857.

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PHILADELPHIA:

JOHN C. CLARK & SON, PRINTERS, 68 DOCK STREET.

1857.

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At an election held May 5th, 1857, the following named persons were chosen officers of THE LEHIGH COAL AND NAVIGATION COMPANY, for the ensuing year:—

*President.*

JAMES COX.

*Managers.*

ERSKINE HAZARD,	ALEXANDER FULLERTON,
GEORGE ABBOTT,	ANDREW MANDERSON,
JOHN FARNUM,	JAMES S. COX,
HENRY J. BOLLER,	EDWARD YARNALL,
RICHARD RICHARDSON,	MORDECAI D. LEWIS.

*Treasurer.*

O'TIS AMMIDON.

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EDWIN WALTER,

*Secretary.*

## STOCKHOLDERS' MEETING.

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At the Stated Annual Meeting of the Stockholders  
of THE LEHIGH COAL AND NAVIGATION COMPANY,  
May 5, 1857,—

The following Report and accompanying documents  
were received from the Board of Managers, and having  
been read and approved, were ordered to be published  
in the usual form for the use of the Stockholders.

THOMAS EARP,

*Chairman.*

EDWIN WALTER, *Secretary.*



# REPORT.

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THE Board of Managers, in the discharge of their duties to the Stockholders, submit the following Report:

As stated in the closing paragraphs of last year's report, the repairs to the Canal were completed about the 1st of April, in the spring of 1856, and the Lower Section ready for the filling of the levels. The Upper Section was ready very soon after.

The excessive severity of the weather of 1855-56, and the extreme backwardness of the spring, prevented the opening of the navigation from Mauch Chunk before the 14th of April; and it was not until the 18th of the same month that operations could be begun at White Haven.

Shipments of coal began, from Mauch Chunk, on the 15th of April; but were soon after suspended for several days by high water.

On the Delaware Division, almost immediately after the opening, navigation was suspended for nearly two

weeks by the falling of an aqueduct, and by the time necessarily consumed in its re-construction.

With these exceptions, there were no interruptions of any moment during the entire boating season of 1856, which terminated on the 29th of November.

The shipments of coal for the year amounted to 1,186,294 tons, derived from the following sources of supply, viz :

	Tons.
From the Company's Summit Mines, -	284,711
„ Room Run, - - -	64,291
„ East Lehigh, - - -	33,141
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Total from the Company's Mines,	382,143
From the East Sugar Loaf Mines, -	67,161
„ Spring Mountain, - - -	98,665
„ Colerain, - - -	77,242
„ Hazleton, - - -	135,288
„ Cranberry, - - -	74,746
„ Diamond, - - -	46,938
„ New York, - - -	41,354
„ German Pennsylvania, -	22,470
„ S. Spring Mountain, -	28,848
„ Stafford, - - -	12,206
„ Council Ridge, - - -	52,522
„ Buck Mountain. - - -	101,128
„ Wilkesbarre Coal Co. -	20,964
„ Wyoming, - - -	12,778
„ Hartford, - - -	10,526
„ A. Lathrop's Pea Coal, -	1,315
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Total shipments in 1856, -	1,186,294
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In addition to which, 11,114 tons were taken, during the year, from the Company's F. vein; and 7,168 tons from their Tamaqua mines.

These latter mines have passed from the former lessee into the hands of the Messrs. J. W. Shoemaker & Co., by whom preparations are making for a vigorous prosecution of business upon a larger scale.

The distribution of the coal was as follows :

	Tons.
Consumed on the line of the Lehigh Navigation, - - - -	194,407
Passed into the Morris Canal at Easton,	285,636
Entered the Delaware Division, -	706,251

Of the last named quantity, 476,565 tons reached Bristol, on the Delaware; 174,423 tons passed, by the outlet lock at Wells' Falls, into the navigable feeder of the Delaware and Raritan Canal, intended, mainly, for the supply of the New York market. The remaining 55,263 tons were disposed of on the line of the Delaware Canal.

The shipments of lumber for the year were 49,546,743 feet.

Freight of all kinds, for the year 1856, amounted to :

Descending, - -	1,343,920 $\frac{18}{10}$ tons.
Ascending, - -	138,965 $\frac{7}{10}$ „
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Total, - -	1,482,886 $\frac{1}{4}$ tons.

The kinds and quantities of articles transported during the year are shown by the following Freight List.

*Freight transported on the Lehigh Canal, in 1856.*

	DESCENDING.		ASCENDING.		TOTAL.	
	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.
Anthracite Coal, - - -	1,187,084	07	555	10	1,187,639	17
Bituminous ,, - - -			434	11	434	11
Charcoal, - - -			9	11	9	11
Grain, - , - -	70	08	3,082	19	3,153	07
Flour, - - . -	929	12	1,167	13	2,097	05
Salt, - - - -	15	03	998	09	1,013	12
Salt Fish, Beef and Pork, -		19	526	03	527	02
Other Provision, - -	6	15	383	11	390	06
Beer, Porter and Cider, -		10	21	19	22	09
Whiskey, - - -	899	08	134	13	1034	01
Hay and Straw, - -	32	16	437	02	469	18
Staves, Hoop-poles, Posts and Rails, 9	16		15	13	25	09
Lumber, - - -	58,652	01	3,079	12	61,731	13
Cordwood, - - -	957	11	88	00	1,045	11
Brick, - - -	105	10	3,768	02	3,873	12
Slate, - - -	5,156	18	169	16	5,326	14
Lime and Limestone, -	6,431	14	10,422	06	16,854	00
Other Stone and Plaster, -	3,378	10	5,255	05	8,633	15
Iron, - . - -	74,738	03	6,125	00	80,863	03
Iron Ore, - - -	4,514	00	99,243	06	103,757	06
Pitch, Tar and Rosin, -			69	10	69	10
Merchandise, - -	936	17	2,976	16	3,913	13
	1,343,920	18	138,965	07	1,482,886	05

The results of the year's business are briefly stated as follows :

Profits were, from ground and water rents and from lots sold, \$27,142.26; from coal, \$137,889.54; from tolls, \$699,625.96; making a total of \$864,657.76.

The balance, at the close of the year 1856, to the credit of profit and loss, after providing for State tax, interest, repairs, improvements and expenses, was 445,021.56; equal to an interest of about 18 per cent. upon the capital stock.

The Contingent Fund, at this date, April 29, is made up of the following items, viz :

Pennsylvania State Fives, - - -	\$400,000 00
,,    ,,    Sixes, - - -	10,000 00
City Sixes, - - - - -	74,000 00
Pennsylvania R. R., 2d Mortgage Bonds,	200,000 00
N. Pennsylvania R. R., 1st ,, -	100,000 00
Lehigh Valley ,, 1st ,, -	16,000 00
Delaware ,, 1st ,, -	10,000 00
Lehigh Coal and Navigation Co's Sixes,	319,520 65
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Amount,	\$1,129,520 65
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At the same time last year the amount was \$988,877.39.

During the year the capital stock was increased by \$3,800. The aggregate indebtedness of the Company was augmented by \$2,747.57, whilst the assets were increased by about \$300,000.

At the close of the year 1856, the liabilities of the Company, including capital stock, funded debt, and pecuniary obligations of every kind, and including, also, their own loans, held in trust for the Company, were \$6,781,019.94.

Excluding the last named item, the aggregate was \$6,492,142.55.

From the detailed statements herewith submitted, the sound and satisfactory financial condition of the Company is readily deduced.

The usual semi-annual dividends were declared during the year, upon the capital stock; and a distribution of scrip, not entitled to dividend until converted into stock, was made among the holders of stock and scrip, in the proportion of one share of scrip for every five shares of the stock and scrip.

As regards the prospects of business for the season

just begun, whilst now, as always, the extent of that business and its productiveness are, in some measure, beyond the control of the Company, being dependent upon the demand, upon the activity of the market, and upon the rates at which the market is supplied from other regions and by other operators, the Managers are gratified that they are able to state that at no time have the Company's mines been in a better condition than they now are for the production of a large supply of coal of the very finest quality; nor have the breakers, fixtures and machinery for the preparation of the coal ever before been so perfect as at present; whilst the condition and capacity of the Company's navigation, and the supply of boats and of boatmen are such as to secure the most ample facilities for a heavier transportation than has at any former period passed over the Canal. To which it may be added that, to the present time, the sales of coal are unusually large.

The accompanying Report of the Company's Engineer shows the expenditure upon the works for the past year, and the objects to which it has been applied.

The navigation is now in the highest condition of repair and efficiency; and the various improvements designed to enlarge its capacity and to facilitate the quick transit of freight, which have been in process of execution for several years past, being now completed, it is not anticipated that, for a considerable time to come, will there be a necessity for any very heavy outlay beyond that for ordinary repairs. The cost of these improvements has been met from the annual receipts; not carried to a "Construction Account;" but charged to profit and loss.

All that is now wanted to enable the Company fully to realize the value of the improvements thus made, is



that the depth of water in the Delaware Division shall be increased to correspond with that in the Company's navigation.

The appropriation for this purpose, made by the Legislature a year ago, enabled the Canal Commissioners to begin the improvement in July last, and to put under contract 16 miles of Canal, extending from Easton to the Frenchtown lock. A similar appropriation at the present session of the Legislature will secure the deepening of the Canal to the Outlet Lock at Wells' Falls; at which point coal, for the New York market, passes into the navigable feeder of the Delaware and Raritan Canal; leaving the remaining portion of the work, extending from the outlet to Bristol, to be finished in the year 1858.

The completion of this improvement, now become indispensable for the protection of the State Canal from the competition of rival lines, with the establishment upon it of fair and reasonable rates of toll, will contribute greatly to the prosperity of the Lehigh region, by enabling it to compete, upon more favourable terms than heretofore, for the supply of the great markets for anthracite coal. In this prosperity, the Lehigh Company, owning a coal estate of immense value, present and prospective, connected by a shorter and better line than any other with the Atlantic markets, and with a navigation of a capacity of 2,000,000 of tons, complete in all the appliances for business, cannot fail largely to participate.

Shipments of coal for the present season began about two weeks earlier than they did last year; but have been subjected to interruptions and partial suspensions by the unfavourable state of the weather, and more especially by the great snow-storm on the 20th

April; by which the roads were blocked up and operations stopped for nearly a week.

They have since been resumed with considerable energy, and the coal is coming forward freely and of a quality and in a condition which are eliciting the strongest expressions of satisfaction and commendation.

By order of the Board of Managers.

JAMES COX,

*President.*

*April 29th, 1857.*



*Profit and Loss Account of The Lehigh Coal and Navigation Company, for the Year 1856.*

Amount of dividend declared May 27, 1856; 3 per cent. Do.	\$74,353 50 74,391 00	Balance to credit of Profit and Loss, Jan. 1, 1856, -	\$2,252,686 24
Balance carried down, - - - - -	148,744 50 - 2,103,941 75 2,252,686 24	Balance brought down, being remainder after dividends in 1856, - - - - -	2,103,941 74
State Tax for 1856, on Capital Stock, - - - - -	7,439 10	Water rents, ground rents, and gain by sale of town lots, in 1856, - - - - -	27,142 26
Interest account for the year 1856, - - - - -	182,460 60	Profit on coal sold and delivered, including mine rents, in 1856, - - - - -	137,889 54
Improvements, and Repairs of the Navigation, 106,443 11 Lehigh and Susquehanna Rail road, - 63,293 39	229,736 50	Tolls on navigation for 1856, less collection expenses, - - - - -	699,625 96
	419,636 20		864,657 76
Balance carried down to the credit of Profit and Loss, January 1, 1857, - - - - -	2,548,963 30 \$2,968,599 50	Balance brought down to the credit of Profit and Loss, January 1, 1857, - - - - -	\$2,968,599 50 \$2,548,963 30

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*Summary of the Earnings and Expenses of the Year 1856.*

Earnings in 1856, as above stated, - - -	\$864,657 76
Expenses in 1856, " - - -	419,636 20
Excess of earnings, - - -	\$445,021 56

*Comparative Indebtedness of The Lehigh Coal and Navigation Company, January 1, 1856, and January 1, 1857.*

	Jan. 1, 1856.	Jan. 1, 1857.	Increase.	Decrease.
Mortgage Loan, - - -	831,972 00	829,422 00		2,550 00
Common Loan, - - -	3,091,498 10	3,091,498 10		
Total Funded Debt,	3,923,470 10	3,920,920 10		2,550 00
Floating Debt, - - -	316,494 81	322,512 24	6,017 43	
Interest unpaid, - - -	54,300 26	53,523 40		776 86
Dividends unpaid, - -	4,307 20	4,364 20	57 00	
	4,298,572 37	4,301,319 94	6,074 43	3,326 86

Increase of debt in the year 1856, . . . . \$2,747 57

 The amount of Funded Debt on the 1st January, 1857, above stated, includes the sum of \$288,877.39, held by Trustees of the Company, as a part of the Contingent Fund.—Were this deducted, the actual amount of the Funded Debt would stand \$3,632,042.71.

**CAPITAL STOCK.**

The Capital Stock on 1st Jan. 1856, consisted of 49,518 shares

of \$50 each, . . . . . \$2,475,900

And on the 1st January, 1857, of 49,594 shares, . . . 2,479,700

Increase of Capital Stock in 1856, 76 shares, . . . \$3,800 00

*“Scrip for additional Shares of Stock.”*

During the year 1855, there were issued to the Stockholders rateably in proportion to the number of shares of stock held by them respectively at the date of the issue, as recommended by resolution passed at the meeting of Stockholders, 1st May, 1855, certificates for 9,893 “serip shares,” and 12 additional “serip shares” belonging to the same distribution were issued in 1856, making the total issue for 1855, 9,905 serip shares, which, when converted into capital stock, will, at \$50 per share, equal - - - - \$495,250

Of the serip distribution ordered for 1856, there were issued

11,864 serip shares, which will be equal as above to - 593,200

Making a total of 21,769 serip shares which, when converted into stock, will add to capital stock account, - - \$1,088,450

and the like amount will then be chargeable against the balance standing to the credit of profit and loss.

*Summary of the Liabilities and Assets of the Lehigh Coal and Navigation Company—Jan. 1, 1850, to Jan. 1, 1857.*

LIABILITIES.	Jan. 1, 1850.	Jan. 1, 1851.	Jan. 1, 1852.	Jan. 1, 1853.	Jan. 1, 1854.	Jan. 1, 1855.	Jan. 1, 1856.	Jan. 1, 1857.
Capital Stock, - - - - -	1,503,550 00	1,503,550 00	1,503,550 00	1,509,800 00	1,985,850 00	2,474,000 00	2,475,900 00	2,479,700 00
Common Loans, - - - - -	3,685,133 83	3,688,331 85	4,346,077 86	4,353,827 12	4,050,553 89	3,586,078 10	3,091,498 10	3,091,498 10
Mortgage Loan, - - - - -	1,000,000 00	1,009,000 00	1,000,000 00	929,342 00	837,492 00	832,792 00	831,972 00	829,422 00
Floating Debt, - - - - -	239,046 68	383,765 43	588,833 39	364,933 10	332,049 10	373,150 21	346,494 81	322,512 24
Unpaid Dividends, - - - - -	798 70	798 70	798 70	3,823 70	3,503 95	4,245 70	4,307 20	4,364 20
Arrears of Interest, - - - - -	824,174 65	639,874 81	99,085 39	74,812 89	67,283 71	58,634 59	54,300 26	53,523 40
Balance to the credit of Profit and Loss account,	7,952,703 86	7,216,320 79	7,538,345 34	7,296,533 81	7,276,732 65	7,329,500 60	6,774,472 37	6,781,019 94
	565,671 35	706,172 96	777,337 24	907,995 25	1,164,672 36	1,689,954 66	2,252,656 24	2,548,963 30
	7,818,375 21	7,922,493 75	8,315,682 58	8,204,534 06	8,441,405 01	9,019,455 26	9,027,153 61	9,329,983 24
ASSETS.								
Canal and River Improvements, - - -	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00
Lehigh and Susquehanna Rail-road, - -	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00	1,380,000 00
Real Estate, cost of coal mine lands and other lands, Rail-roads to the several mines of the Company, and other improvements, Wharves and Landings at Philadelphia, &c.	1,337,289 93	1,353,528 01	1,347,248 77	1,307,876 55	1,280,998 17	1,281,901 46	1,334,927 01	1,406,654 23
Moveable effects, Debts due the Company, Bonds and Mortgages, and other securities,	635,520 84	717,090 30	1,103,301 47	1,012,927 68	1,249,910 11	1,845,397 23	1,806,395 76	2,042,362 97
Cash on hand, - - - - -	10,564 44	16,875 44	30,132 34	48,729 83	75,496 73	57,156 57	50,835 84	45,966 04
	7,818,375 21	7,922,493 75	8,315,682 58	8,204,534 06	8,441,405 01	9,019,455 26	9,027,153 61	9,329,983 24

\* Of the balance which appears to the credit of the Profit and Loss account, the sum of \$963,066.58 is invested in the name of Trustees, as a contingent fund. Of this amount \$288,877.39 is in loans of the Company, and the rest in other loans and available securities; the whole being included among the assets, in item of "Moveable effects, Debts due the Company, Bonds and Mortgages, and other securities."

## ENGINEER'S REPORT.

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Office of the Lehigh Coal and Navigation Company,  
*Mauch Chunk, Jan. 1st, 1857.*

JAMES COX, Esq.

President Lehigh Coal and Nav. Co.

SIR,—In consequence of the severe and protracted winter of 1855 and 6 some of the pools and levels were not clear of ice so as to admit of opening the navigation on the Lower Section before the 14th of April last, and on the Upper Section before the 18th of the same month, nearly a month later than usual—With the exception of a few days' suspension, caused by a freshet, it continued without interruption until the close of the season, which took place on the 1st of December last.

Shipments of coal commenced at this place on the 15th of April; but, owing to the high water and some interruption on the Delaware Canal, caused by the falling of a portion of an aqueduct, not much activity prevailed before about the middle of May. Notwithstanding the late period at which shipments commenced, and the inactive market towards the latter part of the season, they reached 1,187,054 tons.

The improvements, which were in the course of construction at the date of my last annual report, were, on the Lower Section: A pair of double locks at the entrance into the Canal at dam No. 2; an additional lock at dam No. 5, and doubling those at the head and foot of the short level, at South Easton; the wire towing path bridge across from the south side of pool No. 8, to Smith's island; the rebuilding of the weigh-lock scales at this place; and widening the last of the narrow locks, on the upper section, below Penn Haven, to 22 feet. All of which have been completed and brought into use, and fully answer the purposes intended.

Three additional miles of berm bank towing path have been completed and are now in use. As the remaining part passes along high rocky bluffs, which will make it expensive to construct a tow-

ing path, it is proposed not to do anything further towards extending it. And whenever the business of the navigation shall require additional towing facilities, to build towing path bridges across the Canal above and below the bluffs.

Some injury was done to the wing and channel walls of the descending navigation between Stoddartsville and White Haven, by the breaking up of the ice last spring, which were repaired so soon as the state of the water would admit.

The entire navigation is now in good order, with the exception of a few locks, which require relining, and new gates.

No new work or improvements are required.

There has been expended on the Lower Section, during the past year, for all purposes, \$143,276.28.

Of this sum there was expended at building the Double Locks at		
Dam No. 2, Dam No. 5, and the two new Locks at the head		
and foot of the Short Level at South Easton,	\$55,617	70
Wire Towing Path Bridge and Causeway at Pool		
No. 8, - - - - -	3,613	24
Towing Path on the berm side of the Canal, raising		
and strengthening the banks, generally, - -	6,483	54
Land purchased for the use of the navigation, -	3,661	47
Engineering expenses, - - - - -	629	71
The balance at other work, chiefly ordinary repairs,	73,270	62
	<hr/>	<hr/>
	\$143,276	28

There has been expended on the Upper Section,	\$23,166	83
Of this sum there was expended at widening Lock		
No. 10, - - - - -	5,136	71
Repairing descending navigation, - - -	615	05
The balance at ordinary repairs, - - -	17,415	07
	<hr/>	<hr/>
	\$23,166	83

### *Lehigh and Susquehanna Rail Road.*

The expenditure on this work, during the last year, has been quite large. This is mainly owing to the extension and doubling of the track at White Haven; the alterations in the machinery of the inclined planes, so as to increase their speed; and the construction

of gravitating roads between the inclined planes, so that the loaded cars shall pass from the head of one plane to the foot of the other without the aid of horse power.

A new engine house, turn-table and a machine shop have been built at White Haven.

In order to be prepared to do the *promised* increase of business over the road, a new 24 ton locomotive engine was purchased, and 50 additional 8 wheel ten ton coal cars were built. All the works are in a good condition to do a large business.

There has been expended on the work for all purposes during the past year, \$51,560.09.

Of this sum there was expended for extending and			
doubling the Roads at White Haven,	-	-	\$6,604 57
New Engine House and Machine Shop,	-	-	8,327 31
Surveys for Back Track,	-	-	781 56
The balance at altering and renewing machinery at			
the planes, and ordinary repairs,	-	-	41,786 65
			<hr/>
			\$51,560 09
			<hr/>

#### *Coal Improvements.*

The descending Rail Road, from the Summit to the landing, and the Back Track road, have required but few repairs during the past year, excepting those of an ordinary character.

An additional machine shop, with the necessary machinery for the construction and repair of cars, has been built at Upper Mauch Chunk.

It is proposed to lower the grade at the head of the schutes, and lay the track with an iron rail, the materials for which have been procured, and give it such a descent that the cars shall pass to and from the schutes without the aid of horse power; and thus do away with the use of horses at the schutes altogether. Some improvements are contemplated in the screening fixtures, so as to separate and clean the coal more perfectly than heretofore. These improvements it is intended to make during the winter, and have them ready by the time that the business shall open in the spring.

#### *Panther Creek Rail Roads.*

These roads, being of wood, with iron plates, having become a good deal decayed, have required considerable outlay in repairs,



to keep them up—most of them can be kept up one or two years more, and then had better be renewed with an iron T rail.

The superstructure on one side of Planes No. 1 and 2, has been relaid with a T rail. The machinery for all the planes has been thoroughly repaired; one nest of new boilers has been put in at each of Planes No. 1 and 2. The others will have to be renewed the coming winter.

Preparations have been made and the iron procured, to relay the superstructure on Plane No. 3, and also one mile of the heavy road.

Slope No. 3, in Tunnel No. 6, has been completed, and the contractors are driving forward the gangways preparatory to taking out coal next spring.

Tunnel No. 9, has been driven forward to the extent of 1719 feet.

Preparations have been made, and materials procured, to overhaul the screening fixtures, and to enlarge the meshes of the screens and increase the facilities for separating and cleaning the coal, so as to send it forward in much better order than heretofore; and also for rebuilding the breaking and screening machinery and pockets at Tunnels Nos. 6 and 8, on a much larger scale than the old ones. All these improvements are now being carried into effect, and will be completed ready to be brought into operation early next spring.

The amount expended on the different works of the coal improvements are—

Panther Creek Rail Road and Inclined Planes,	-	\$34,180	10
Dirt Planes at No. 2 and 7,	- - -	850	43
New Breakers at Nos. 6 and 8,	- - -	4,977	83
Slope No. 3 (in Tunnel No. 6),	- - -	19,692	77
Tunnel No. 9,	- - -	6,897	00
Car Shop and Machinery at Upper Mauch Chunk,		4,166	68
Descending Rail Road schutes and screens,	-	18,012	36
Back Track Rail Road,	- - -	12,965	09
Trial Slope in Dry Hollow,	- - -	1,340	73
Reservoirs,	- - -	697	09
Repairing Turbine and Machinery,	- -	547	61

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\$104,327 69

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There was shipped from the Company's mines during the past season—

From Summit Mines,	-	-	-	284,711	11	tons.
Room Run,	-	-	-	64,291	10	
East Lehigh,	-	-	-	33,140	16	
Greenwood,	-	-	-	11,114	08	
Tamaqua, W. Levan,	-	-	-	7,167	13	
				<hr/>		
				400,425	18	tons.
				<hr/>		

All of which is respectfully submitted.

E. A. DOUGLAS,  
*Sup't and Engineer.*

### SUPPLEMENTAL REPORT.

Office of the Lehigh Coal and Navigation Company,  
*Mauch Chunk, April 22d, 1857.*

JAMES COX, Esq.

President Lehigh Coal and Nav. Co.

SIR,—All the repairs were completed ready for opening the navigation on the Lower Section on the 25th ult., and on the Upper Section on the 1st inst.

Shipments of coal commenced at this place on the 6th inst., but owing to the inactive and unsettled condition of the market, and the unfavourable weather, but little has been done to the present time.

The Lehigh and Susquehanna Rail Road has been ready for the last ten days; but no coal has passed over it yet.

The repairs and alterations, contemplated to be made at the coal improvements, have been completed, and all the works are now in a good condition for doing a large business.

Yours respectfully,

E. A. DOUGLAS,  
*Sup't and Engineer.*